heard mentioned in London as on a footing with the metropolitan ones. If it be imperative upon us to maintain this noble institution for the cure of diseases, why should we not exert ourselves to remove one of the most fruitful sources of those diseases? If we feel it necessary to preserve the fine old churches of our city from the jaws of ruin and decay, why should our churchyards lie rotting and neglected?"

If Mr. Hamilton's well-timed lecture should have the effect of leading his townsmen to establish a public cemetery, which we hear is likely, the least they can do in return is to appoint him the architect.*

IMPROVEMENT OF THE METROPOLIS.

Sir,—I am glad to find that you have again referred to the subject of a *general scheme* for the improvement of London, and hope you will not lose sight of it—for while the so-called, but doubtful, improvements are carried on piecemeal, as at present, we can never hope for a good result.

Will you allow me to offer a few remarks on the subject, in the hopes of awakening the Londoners from their apathy, and attaining the desired end?

In order to obtain a general and complete scheme for the renovation of this immense city, and that it may be carried out effectually, the management must be entirely under *one* directing body, who must of course have the necessary funds at their disposal. The question naturally suggests itself, where are these funds to come from?

Now, the corporation have very large revenues at their disposal for this express purpose; and, as I would have all the improvement committees and commissions amalgamated into one, their funds would of course be available. But, I believe, it is generally found, that the increased value of the frontage obtained by laying out efficiently a new street, pays the expenses, so that in many cases it would be only necessary to raise money on loan, and have sufficient in hand to pay the interest—and the loans might be repaid when the street was finished, and the ground sold. But there are other improvements in which the money would be sunk; as, for instance, the removal of Middle-row, Holborn; and for such purposes it would be necessary either to levy a rate for the purpose, or that Government should vote the necessary funds. When obtained, the first step should be to make a complete plan of what is now considered "London," extending, say from Islington, on the north, to Kennington, on the south; and from Limehouse, Poplar, and Rotherhithe, on the East, to Bayswater, Kensington, and Broompton, on the west, as it now is, and then to lay down a well-digested plan as it ought to be. I must not omit to mention, that the plans should also give the levels and sections. All the numerous schemes at present afloat might thus be harmonized into one general scheme, and carried out as such.

One great feature in the case should be the bringing of all the railways nearer to the heart of the "City," which would relieve the streets of a great number of waggons and omnibuses, &c. &c.

Another should be the abolition of the tolls on all the bridges, and the Thames tunnel, and the forming of approaches for vehicles to the latter. By these means the traffic would be more equally divided amongst the bridges.

I would also wish to have included in this great undertaking, the removal of Smithfield market and the numerous slaughter-houses with which it is surrounded, to the great detriment of our health. As there is a market ready to hand at Islington, there need be no difficulty as to where to remove it to; and the present site, if let for building, would realize an immense rental. It is true some temporary inconvenience would ensue, but it would be nothing in comparison with the benefits obtained by such a course.

Not only should the plan embrace the formation of new streets, but also the removal of the numerous excrescences in the *old* streets and alleys, in the shapes of middle rows, and buildings projecting beyond the general line of frontage, &c. &c. These are also more particularly noticeable *in front of* and round about the "city" churches, where you see engine and watch-houses, vestry-rooms, and private shops and houses, disfiguring the fine old buildings left us by our ancestors, and connecting them with rows of combustible houses, so that they are liable to be burnt down at any time.

Of the advantages of a *general* scheme, I need not say much. The manner in which the railways have been carried out, sufficiently shew what we may expect from our funds being spent in a headlong manner, without any preconcerted and well-digested plan. There would be also a great saving of expense by this course, as only *one* application to Parliament would be necessary; and there would be but one staff of surveyors, &c., required to carry it out.

At present the Improvement Committee of the Corporation are obliged to stop short in their operations, when they come to the boundary of that now *small portion* of London which was originally contained within the walls of the "City." This is strongly apparent in the formation of New Farringdon-street, or Victoria-street, as I believe it is called, where, after the corporation had done their part, the line stopped for some years, and even now it seems to be progressing very slowly.

In order to bring about this desirable project, public attention must be brought to bear on the subject, and the Londoners, fully convinced of the necessity for *action in union*.

I am, Sir, &c., A Londoner.

London, Nov. 18th, 1846.

P.S.—With regard to the proposition to lay a tax on the inhabitants of London, to defray the expenses of the improvements, I think it is the most feasible plan; and then the corporation funds (*for improvements*) might be applied (as proposed to-day at the meeting of the ward of Farringdon Without) to the improvement of the "sanatory condition of the people."*

FURNITURE WOODS.

The timber sales of Messrs. Chaloner and Fleming, says the *Liverpool Mail*, have long been a source of attraction in our mercantile circles, from their magnitude, and the variety of the articles offered. Their announcement for the 30th instant and the 1st December, it adds, comprises a vast variety of woods, some of them of a very beautiful description. In the article of mahogany, their circular is diffuse in its eulogy. This trade, it is said, has, in the short space of four years, since the removal, by the Government, of all restrictions on its importation, nearly quadrupled itself. Until lately it was regarded as a rare and costly wood, applicable only to articles of luxury, few trades besides that of the cabinet-maker having had any knowledge or experience of its qualities and advantages. Now, owing to its low price and better appreciation, "it enters largely into the construction of almost every article in which wood is required; and is one of the cheapest and best materials which can be employed for the following important purposes, viz., house building, church building — pews, benches, screens, pulpits, and even roofing and flooring; ship building — for the entire frame and planking; dock and canal gates; cabinet work; carving and coach-building; machinery, and railway and other carriages. Many of our principal gentry have elegant sideboards, and other articles of furniture, magnificently carved from this wood; and it is in great request in the dockyards."

We observe that iron wood, a species of mahogany, or cedar, the produce of America, has been added to the free list; and to the stimulus thus, and in so many other similar instances, given to the business of all sorts of workers in wood, is to be added the admission of the following half dozen other sorts, namely,—Yacca, Arariba, Paroba, Algaroba, Cajoba, and Cobano; which have been also added to the free list as furniture woods.

NEW ARRANGEMENT OF WOOD-PAVEMENT.

Sir,—I feel convinced that wood paving, if firmly and properly constructed, would be superior to stone; and having, as I hope, succeeded in devising a method whereby its utility may be enjoyed, I shall be obliged if you will communicate the following remarks to your readers and the public.

There are two conditions absolutely necessary for the successful adoption of any description of pavement for roads.

1st. A foundation that will resist effectually any weight that is likely to pass over it: and

2ndly. A sure footing for the horses.

Now it is evident, that as the wheels have to support the principal weight of the load, the part which they traverse requires the greatest solidity. And it is further evident, that as it is not desirable that the horses should either slide or roll along, it is quite unnecessary that they should be provided with a smooth and perfectly even surface, like that required for the wheels. I therefore propose—

1. That the wood-paving be laid in parallel lines, of such a width and separation as may suit the differing distances of various wheels, having narrow slips of stone to preserve the edge, with a stone-paved or macadamized road between them. That two lines be laid at each side of the road, the line nearest the middle to be twice the width of the other, to enable two wheels to pass on it. If the road be wide enough, a line of double width in the middle will connect the other side, so that with five lines of wood-paving four vehicles may pass abreast. If the road should only be wide enough for three vehicles, then four lines will be sufficient. If there is room only for two vehicles, then three lines will be enough.

2. That the blocks be parallelopipeds, inclined at any angle which experience may prove to be best for equalizing the resistance of the fibre; one condition, however, being necessary, namely, that the angles of all should exactly correspond; and that the blocks incline over each other longitudinally, each having two pins at right angles with the inclined face, uniting them, by which the effect of the pressure on the top will be to keep them united. It will be seen that in this way the joints are as solid as if the blocks were one continuous log.—That the end of each line, where the block would otherwise overhang, be terminated with half a block.

3. That the foundation supporting the blocks be flat cast-iron rails, jointed at the ends, having a square longitudinal groove in the top to sink the blocks in tightly. That sleepers, as in the construction of railroads, be laid below the joints, and across the road, to connect every two lines together, having steady-pins to keep the rails in their places. That a bed of concrete, composed of blue lias lime and broken granite, be laid beneath the sleepers and rails.

Where extra strength is required, a frame may be constructed of two rails, with cross supports between them cast in one.

From the above it will be seen that a more secure foundation, and a smoother road, may be had at a much cheaper rate (if we consider its durability) than has yet been put in practice; that a better footing may be provided for the horses than any extent of grooving can produce; and that the road may be opened for gas or water-pipes, as readily as an entirely macadamized or stone paved road; and this without at all disturbing the wood.

Hoping that the importance of the subject may induce the citizens of London to give it a fair trial, and thereby shew to the world that there *is* "a good road making,"

I am, Sir, &c., J. R. Larkin.

36, Green-walk, Blackfriars-road.

* To-night Friday, Mr. J. A. Walker will deliver the first of a series of lectures on the "Condition of the Graveyards in London; their injurious consequences to public health and public morality," at the London Mechanics' Institution, Chancery-lane.

* This was an adjourned meeting, for the purpose of "resuming the consideration of, and protesting against, the recently proposed enormous outlay of the corporation funds, in the formation of a new street, whilst the conservation of the health of the citizens generally, and of our poorer fellow-citizens especially, imperatively demands the adoption of the best means for securing such sanatory regulations as the present painful exigences of the case require." The following additional resolution was passed:—"That this meeting observes with deep concern, that the mortual registers of the last year afford evidence of a great increase of death by epidemic diseases, in the metropolis and other large towns in the kingdom, arising out of the want of those proper sanatory regulations, which it is the bounden duty of the legislature and of the local authorities to adopt, and the immediate adoption of which this meeting would most earnestly press upon the corporation of the City of London, including improved habitations for those of the labouring classes who are compelled to dwell within or contiguous to the City; and that a memorial to this effect be presented to the Court of Common Council, and that the other common councilmen of the ward be respectfully requested to give it their most strenuous support." A memorial of considerable length was read and determined on.—[Ed.]

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